

**AMENDMENTS TO THE SPECIFICATION**

1. Please **REPLACE** paragraph [0002] of the specification, as published, with the following amended paragraph:

[0002] A known drive for seat adjustments is described in EP 1 068 093 B1. The drive is shown in FIG. 1 in that document and in the present document. As can be seen, a support plate 1, on which the seat of a motor vehicle is to be attached, is assigned to upper rail 3. Attachment tabs ~~[[11]]~~ 11a, 11b for motor 2 are provided on support plate 1, so that the former can be firmly connected with support plate 1 and therefore firmly connected with the upper rail. Drive shafts 21, 22 are arranged on both sides of motor 2. Flexible shafts can be used for this purpose. These drive shafts 21, 22 represent the connection to gear mechanism 9, which is described in detail in EP 1 068 093 B1. This gear mechanism 9 sits in U-shaped support bracket 8 having attachment holes 8a by means of which gear mechanism 9 is attached to upper rail 3.

2. Please **REPLACE** paragraph [0057] of the specification, as published, with the following amended paragraph:

[0057] ~~[[11]]~~ 11a, 11b Attachment tabs

3. Please **REPLACE** paragraph [0033] of the specification, as published, with the following amended paragraph:

[0033] Horizontal shank 61 of support device 60 has flat support surface ~~[[62]]~~ 63 on its lower side, facing away from vertical shank ~~[[63]]~~ 62, which is intended to be seated onto lower rail 4. Two cams 70, 71 project out from this support surface 63. First cam 70, which is located between attachment hole 64 and front edge 68 of support device 60, engages into a corresponding recess in lower rail 4 of the seat frame. Second cam 71 projects out of support surface 63 below vertical, block-like shank 62. This cam 71 also projects into a corresponding recess in lower rail 4 of the seat frame. Cam 70 has a height H that is greater than height h of the cam 71. Diameter x of cam 70 is less than diameter X of second cam 71. Diameters x and X of two cams 70, 71 are clearly less than the diameter of attachment hole 64. Two cams 70, 71 increase the absorption of crash forces in the assembled state of support device 60 of lower rail 4 (cf. FIG. 1). In addition, two cams 70 and 71 serve to prevent rotation during the assembly of lower rail 4 on the vehicle floor.